

MEMPHIS APPEAL

TUESDAY MORNING, MAY 19, 1874.

A BROAD-GAUGE RAILROAD AND A NEW GROUND ROAD.

The *Signal* says that the following are the State taxes in Mississippi for 1874: First, State tax for general purposes, payable in currency or State certificates of indebtedness, six and three-fourths mills on the dollar, or six dollars and seventy-five cents on each one thousand dollars; second, special State tax for interest and principal of funded debt created by act of April 4, 1872, one and a half mill, or one dollar and a half on each one thousand dollars, payable in currency only; third, special State tax for interest and principal of bonds issued for certificates of indebtedness (section 1663, code of 1871, one mill, or one dollar on each one thousand dollars, payable in currency only; fourth, special State tax for interest on new funded debt (act approved March 28, 1874), three-fourths of one mill, or seventy-five cents on each one thousand dollars, payable in currency only; fifth, State teachers' fund tax, four mills on the dollar, or four dollars on each one thousand dollars, payable in currency only; sixth, State tax for general purposes, payable in currency only. Total State tax—general and special—for 1874, fourteen mills, or fourteen dollars on each one thousand dollars. In Tennessee, the State tax is only four dollars on the one thousand, and each county is assessed in addition a small school tax. While the State tax in Mississippi is more than three-fold greater in Mississippi than in Tennessee, town and county taxation in negro-governed districts is tenfold greater than in Tennessee. There are towns and counties in Mississippi taxed for property in entirely useless, six per cent. from real property is an abundant income, and rarely does it pay, after taxes, insurance and repairs are provided for, more than four per cent. Mayor League understands this, and therefore, in promotion of the interests of his constituents, seeks to lessen burdens of government in this city which now exceed, aside from federal taxation, six per cent. No agricultural population could endure such burdens as are imposed upon Mississippians, and while a prosperous, active city may defy evils of this character, the surest and only mode of final relief and escape is in the migration of tax-payers by multiplying industries. To achieve this end we must cheapen food, clothing and raw material for manufacturers. The narrow-gauge road to Bolivar must be built that rates of freight, over every road in West Tennessee, toward Memphis, shall be the same as toward New York. This done the whole wealth and trade of the richest districts of the valley of the Mississippi will be concentrated in Memphis, and by doubling the city's wealth and population rates of taxation will be lessened one-half. Who builds the road to Bolivar?

There are few cities like Memphis that cannot boast of more enterprise and public spirit in the way of pleasant drives. It is true, immediately after the completion of the Nicholson pavement, each street so favored served that purpose within the city's limits; but beyond these the streets were not inviting, and those who could afford the indulgence of "a turn-out" were compelled to be satisfied within the narrow confines of the city where a few of the streets were paved with the wooden blocks. Since, however, the Poplar street boulevard has been constructed, and now, every afternoon, this beautiful thoroughfare, beyond the miserable Nicholson, is thronged with vehicles, and pleasure parties on horseback, converting that hitherto commonplace locality into a place of almost universal resort, thus greatly enhancing the value of property, and stimulating the construction of substantial residences and business houses nearly its entire extent. We learn that it is in contemplation to construct another boulevard in the southern district of the city—in other words, that it is proposed to form a company, with about fifty thousand dollars capital, to convert Rayburne avenue into a boulevard as far as the Herndon trotting-track. Several owners of property on this street have expressed their willingness to allow a sufficient quantity of land to be taken from their lots to make the street—say one hundred and fifty feet wide—at least sufficient for the purpose in view; and that a number of others have agreed to subscribe liberally to the capital stock of the company. No other street in Memphis affords better facilities than Rayburne avenue, as even in its present condition it is becoming a very popular drive, and some of the most elegant residences in Memphis are situated in this locality, and the improvements now going on will invite others; and the converting the street into a well-paved boulevard, even if no better than that on Poplar street, will result in incalculable benefit to that part of the city. As a public benefit, we know of no other a present that will add greater attractions to the contemplated boulevard on Rayburne avenue. Those immediately interested would become public benefactors, and at the same time enhance the value of their own interests, by pushing this to an early completion.

HOW WE SUSTAIN LOCAL ENTERPRISE—CINCINNATI AND MEMPHIS.

They have an axle-handle factory at Corinth, which develops the fact that swamp bickory is worth seven dollars per cord. A warehouse once established a factory of this sort in Memphis, and of bales for wagons and buggies. He could not sell his wares in this market, having tried two or three heavy consumers here in vain. He then shipped a cargo of "bales" and "bales" to a Cincinnati manufacturer at Cincinnati prices. The Memphis merchant sent an order to Cincinnati, and our Memphis bales and buggies came back on the same boat that took them away. The merchant here was delighted to pay freight both ways and a profit to the Cincinnati man. A soap-boiler here sells his products at six cents in "Cincinnati" boxes, and gets a cent per pound more than soap costs at the factory. A Memphis corn and flour-mill stamps all its bags and barrels with the word "St. Louis," and the meal is superb and the flour fulsome. If the word "Memphis" were on the packages, there would never be found a buyer, and hapless managers would be choked to death. We are a queer people, and are glad to have a lesson in true wisdom in small matters in this ax-handle manufacturer at Corinth. Walnut is more abundant and cheaper here than elsewhere in the United States, and yet the furniture made here is shipped to Cincinnati for

sale, and absolutely comes back to Memphis, and in one instance a bureau came to the very next door whence it started on its pleasure excursion, three weeks before. The Mechanics' Institute has been severely rebuked about this peculiarity of Memphis people, and it is proposed in that body to have tubes constructed to run under Poplarpolis that we may breathe the atmosphere of Ohio. We devour its bacon, use its manufactures and absorb its whisky by the ton, and Memphis will never be content until it may be pumped full of the villainous gases that Cincinnati exhales.

GOLD OR GREENBACKS?

If the holders of Tennessee bonds demand payment of coupons and of bonds in gold, they might even drive Tennessee to non-payment, though never to repudiation. Tennessee bonds do not require their own payment in gold. They are payable in currency, and in currency we propose to pay the last farthing, and at the very date of maturity. In order that the people of Tennessee may have the means of paying this debt, and all others, we would augment the value of currency, or prevent its absorption by untaxed federal bonds. Let the federal bonds be converted into greenbacks, and no holder of Tennessee bonds will ever be asked to state one dollar of his demands. While the whole moneyed wealth of the country is absorbed by fifteen hundred millions untaxed federal bonds, the people can secure no money for their taxed lands or other property. We can borrow ten thousand dollars, or even eleven thousand dollars, any amount on ten thousand dollars untaxed federal bonds, but not a dollar on taxed real estate. Reduce these descriptions of property to equal value as bases of credit, and turn the currency loose absorbed by these untaxed bonds, and there lives not a Tennessee who will praise, even as usually, as the Chattanooga Union, about repudiation. In obedience to decrees of war we lost slave property in abundance in this war we do not ask that holders of Tennessee bonds shall remit or lose one dollar of their due. But we do ask that they shall not play the part of Shylocks, and demand the last pound of flesh. They must accept in payment of their dues the only money we can pay. It is as good as that which they give for the bonds.

THE SOUTHWESTERN UNIVERSITY.

The directors of this institution have just closed an important meeting, which has been protracted for several days in this city. Clarksville, Tennessee, was chosen as the location of the university. Rev. Dr. B. M. Palmer, of New Orleans, was elected chancellor, and financial agent to take the control and management of the enterprise. As an inducement to locate the university at Clarksville the directors were offered and received one hundred and eighty-eight thousand dollars from the corporation and citizens of that locality. About an hundred thousand dollars of this amount consists of bonds of the State of Tennessee, ready to be turned over to the directors. We congratulate the directors and the Presbyterians of the southwest upon this auspicious commencement of their great enterprise, and withal, and two-fifths of the half million of dollars which they propose to raise as a nucleus, and with the power and influence of so great a man as Dr. Palmer exerted in its behalf, the success of the university is already assured. We feel a pride in this enterprise, because it opens a great and inviting, and those who could afford the indulgence of "a turn-out" were compelled to be satisfied within the narrow confines of the city where a few of the streets were paved with the wooden blocks. Since, however, the Poplar street boulevard has been constructed, and now, every afternoon, this beautiful thoroughfare, beyond the miserable Nicholson, is thronged with vehicles, and pleasure parties on horseback, converting that hitherto commonplace locality into a place of almost universal resort, thus greatly enhancing the value of property, and stimulating the construction of substantial residences and business houses nearly its entire extent. We learn that it is in contemplation to construct another boulevard in the southern district of the city—in other words, that it is proposed to form a company, with about fifty thousand dollars capital, to convert Rayburne avenue into a boulevard as far as the Herndon trotting-track. Several owners of property on this street have expressed their willingness to allow a sufficient quantity of land to be taken from their lots to make the street—say one hundred and fifty feet wide—at least sufficient for the purpose in view; and that a number of others have agreed to subscribe liberally to the capital stock of the company. No other street in Memphis affords better facilities than Rayburne avenue, as even in its present condition it is becoming a very popular drive, and some of the most elegant residences in Memphis are situated in this locality, and the improvements now going on will invite others; and the converting the street into a well-paved boulevard, even if no better than that on Poplar street, will result in incalculable benefit to that part of the city. As a public benefit, we know of no other a present that will add greater attractions to the contemplated boulevard on Rayburne avenue. Those immediately interested would become public benefactors, and at the same time enhance the value of their own interests, by pushing this to an early completion.

ENCOURAGING IMMIGRATION.

The board of directors of the South and North Alabama railroad company, from Decatur to Montgomery, recently adopted, at the instance of Colonel George R. Powell, most important resolutions which bear upon our interests. They authorized and directed their president to put their lands into market upon reasonable terms and at the lowest rates. This was done to encourage immigration and the opening of coal-mines, and the establishment of iron furnaces. They also recommended a low tariff of charges upon coal, iron and other heavy articles, and requested their other roads to "prorate" with them. If the South and North railroad company and the Alabama and Chattanooga would throw out into the mountains of Alabama branch roads, and would then lay down an inside track for a three-foot road, they could develop the great wealth of the mountainous Alabama, not now reached by broad-gauge system, can ever reach Alabama's great mineral wealth. It can never extend branches to the various coal-mines and ore-lodes. By laying down narrow-gauge tracks inside of their present roads, they can extend in all the mountain-fastnesses railroads at cheap rates, and thus bring out their hidden wealth. The board of directors of the North and South road have taken a step in the right direction.

"LOSS CARRIED OVER TWO SEVERAL"

is the title of a very attractive volume of three hundred and twenty-seven pages, written by Miss Susan Vance, of Cincinnati, and just published by J. B. Lippincott & Co., of Philadelphia. The volume only made its appearance last evening, and since it deserves a just and impartial criticism, cannot be properly noticed today. Meanwhile, everybody in Memphis will be curious to know how one of the fairest daughters of the city writes; what sort of a charming story she tells; what characters she brings before her home life she introduces, and the tenderly she places incidents in her own existence before the curious world, only disguising them by resorting to a nomenclature as original, now and then, as that employed by Dickens. The scene of the story is first in New Orleans, thence transferred to Kentucky, and the tenderly she places incidents in her own existence before the curious world, only disguising them by resorting to a nomenclature as original, now and then, as that employed by Dickens. The scene of the story is first in New Orleans, thence transferred to Kentucky, and the tenderly she places incidents in her own existence before the curious world, only disguising them by resorting to a nomenclature as original, now and then, as that employed by Dickens.

THE BEST ARKANSAS TRAVELER—BRISTOL BROOKS.

PEAK river has been, within the month, five feet higher than ever known before. Its overflow has caused widespread desolation, great losses of property, and much suffering in southern Mississippi. Can't we help the people so severely afflicted?

BLACK IRON GRENADINES

MENKEN BROTHERS

CALL ATTENTION TO THEIR LARGE IMPORTATION OF

Silk and Wool Iron Grenadines!

THESE GOODS ARE WARRANTED AS REPRESENTED.

OUR STOCK CONSISTS OF THE NEWEST DESIGNS OF

STRIPED GRENADINES!

Broadened Broken and Clustered Stripes. Our

SILK CHAIN IRON GRENADINES

COMBINE DURABILITY WITH ELEGANCE.

WE ARE OFFERING A LINE OF

Iron Grenadines at Popular Prices!

Such as 50c, 60c and 75c per yard, which we recommend as of good value.

LINEN WALKING SUITS!

LINEN POLONAISES, CHILDREN'S WALKING SUITS!

WE WILL OFFER THIS WEEK A BARGAIN IN

IMPORTED LINEN WALKING SUITS!

At \$4.50, about Cost of Importation. A Large Line of Ladies' Wrappers at \$1.50.

LINEN DUSTERS FOR TRAVELING!

White Swiss Suits, White Lawn Suits, Etc.

PARASOLS! PARASOLS!

A small line, slightly soiled, at \$1 Each.

SASH RIBBONS! SASH RIBBONS! SASH RIBBONS!

A Large Arrival at 40c, 50c and 60c per yard, Just Opened.

MENKEN BROTHERS

261 and 263 Main Street, Corner Court.

FOR SALE. 23d Annual Report

OF THE

Manhattan Life

INS. CO. OF NEW YORK.

Nos. 156 and 158 Broadway.

INCOME FOR THE YEAR 1873.

For premiums, extra premiums, \$1,200,000.00

For interest, etc., accrued, \$2,824,712.00

DISBURSEMENTS.

Paid for claims by death, \$5,000,000.00

Paid for expenses, \$1,000,000.00

Paid for interest, \$1,000,000.00

Paid for dividends, \$1,000,000.00

Paid for other purposes, \$1,000,000.00

Total amount returned to policy-holders, \$1,000,000.00

Assets.

Cash in bank, Trust Co. and on hand, \$1,000,000.00

Bonds and mortgages, \$1,000,000.00

Loans on policies in force, \$1,000,000.00

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A. LOEB & CO.

41 MADISON STREET,

FIRE INS. AGENTS,

Representing

American Central Insurance Company,

St. Louis, Mo.

Brewers Fire Insurance Co. of America,

St. Joseph, Mo.

St. Joseph Fire and Marine Insurance Co.,

St. Joseph, Mo.

Franklin Insurance Company,

Indianapolis, Ind.

Large Lines of Insurance placed at short notice.

NOTICE TO LADIES!

Just received, and daily receiving, a most elegant assortment of Novelties in Jet, Rubber, Black Garnet and Fancy Goods, comprising a fine line of Gold Gold Goods will be continuously sold at cost in order to reduce stock.

I. ROESCHER, AGENT,

JET PALACE

FIELD CROQUET.

Full assortment of CROQUET in all numbers (not received). Each set is furnished with a book of complete instructions for players. Orders solicited. Will forward to any part of the country.

JOHNSTON & SONS,

Successors to T. W. Johnston & Co.,

310 Main st., opp. Peabody Hotel, Memphis.

FOOTE & HOPKINS,

ATTORNEYS AT LAW,

BOLIVAR, TENN.

LOUISVILLE & NASHVILLE

AND

GREAT SOUTHERN RAILROAD.

SCHEDULE:

Mail train leaves daily, 1:00 pm

Nashville Express leaves daily, 4:00 pm

No change of cars by this line for Louisville, St. Louis or Nashville. Pullman Palace Cars on all night trains.

For tickets or information apply at Ticket Office, No. 278 Main Street, CORNER MADISON.

JOHN T. WILSON, Sup't Memphis Div. JAMES SPEER, Ticket Agent.

LUKA SPRINGS.

FROM 10th June to 15th September, a number of visitors to these Springs can be accommodated with board and bath in the new building, which has been erected on the site of the old one. R. L. CLARK, Prop'r.

BANKRUPT SALE.

I HEREBY give notice of my appointment as Assignee of the estate of Porter Woolcott, who has been adjudged bankrupt on petition of creditors, and I will offer a Private Sale, for Thirty Days

Commencing

MONDAY, MAY 4, 1874.

The effects of the said estate, at No. 312 Adams street, consisting of

Doors, Sash, Blinds, Mouldings, and all kinds of Manufactured and Unmanufactured Lumber.

Also—A number of Engines and Boilers, together with the latest and best assortment of Machines of every description usually used in the Mill, and all kinds of Machinery and building material.

For particulars apply on premises, or at my office, No. 19 Madison street.

G. W. WOODRIDGE, Assignee.

SOUTHERN RAILWAY

SECURITY CO.,

Leaves Memphis and Charleston Railroad.

CHANGE OF TIME.

ON and AFTER THURSDAY, THE 20th of April, 1874, and until further notice, the Memphis and Charleston Railroad will arrive and leave Memphis as follows:

Mail Train leaves Memphis, 11:00 am

Express Train leaves Memphis, 6:00 pm

Nashville Train leaves Memphis, 1:00 pm

Savannah Train leaves Memphis, 1:00 pm

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LEUBRIE BROTHERS,

220 & 222 MAIN ST.

RESUMPTION OF SPECIE PRICES!

STRAW GOODS.

STRAW GOODS BY THE CASE, BY THE DOZEN, BY THE PIECE, AT WHOLESALE PRICES.

For Children, Misses, Infants, Boys and Ladies, from 25c to \$2.00. TRIMMED HATS OUR SPECIALTY—from \$1.25 up to \$2.00. First-class artists only employed.

RIBBON DEPARTMENT!

Green Grass, all shades, 12 1/2c, 15c, 20c per yard, at 10c, 12c, 15c, 20c, 25c, 30c, 35c, 40c, 45c, 50c, 55c, 60c, 65c, 70c, 75c, 80c, 85c, 90c, 95c, 1.00, 1.25, 1.50, 1.75, 2.00, 2.25, 2.50, 2.75, 3.00, 3.25, 3.50, 3.75, 4.00, 4.25, 4.50, 4.75, 5.00, 5.25, 5.50, 5.75, 6.00, 6.25, 6.50, 6.75, 7.00, 7.25, 7.50, 7.75, 8.00, 8.25, 8.50, 8.75, 9.00, 9.25, 9.50, 9.75, 10.00, 10.25, 10.50, 10.75, 11.00, 11.25, 11.50, 11.75, 12.00, 12.25, 12.50, 12.75, 13.00, 13.25, 13.50, 13.75, 14.00, 14.25, 14.50, 14.75, 15.00, 15.25, 15.50, 15.75, 16.00, 16.25, 16.50, 16.75, 17.00, 17.25, 17.50, 17.75, 18.00, 18.25, 18.50, 18.75, 19.00, 19.25, 19.50, 19.75, 20.00, 20.25, 20.50, 20.75, 21.00, 21.25, 21.50, 21.75, 22.00, 22.25, 22.50, 22.75, 23.00, 23.25, 23.50, 23.75, 24.00, 24.25, 24.50, 24.75, 25.00, 25.25, 25.50, 25.75, 26.00, 26.25, 26.50, 26.75, 27.00, 27.25, 27.50, 27.75, 28.00, 28.25, 28.50, 28.75, 29.00, 29.25, 29.50, 29.75, 30.00, 30.25, 30.50, 30.75, 31.00, 31.25, 31.50, 31.75, 32.00, 32.25, 32.50, 32.75, 33.00, 33.25, 33.50, 33.75, 34.00, 34.25, 34.50, 34.75, 35.00, 35.25, 35.50, 35.75, 36.00, 36.25, 36.50, 36.75, 37.00, 37.25, 37.50, 37.75, 38.00, 38.25, 38.50, 38.75, 39.00, 39.25, 39.50, 39.75, 40.00, 40.25, 40.50, 40.75, 41.00, 41.25, 41.5